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Groups of countries in special situations: follow-up to the second United Nations Conference on Landlocked Developing Countries

Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024

Report of the Secretary-General

Summary

The present report is submitted pursuant to resolution 69/232, in which the General Assembly requested the Secretary-General to submit at its seventieth session a report on the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024. The report provides a review of the progress made to date and presents initiatives and activities being undertaken by Member States, relevant United Nations system entities and other regional and international organizations in response to the Programme of Action, concluding with a set of recommendations.

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I. Introduction

1. The Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 was adopted at the second United Nations Conference on Landlocked Developing Countries and endorsed by the General Assembly in December 2014 by its resolution 69/137. The Programme of Action is a results-oriented and forward-looking programme that succeeds the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries as the development blueprint for landlocked developing countries for the next decade. It underscores the commitment of the international community to supporting the world's 32 landlocked developing countries in dealing with challenges relating to landlockedness, remoteness and geographical isolation through the implementation of activities in the following six priority areas: fundamental transit policy issues; infrastructure development and maintenance; international trade and trade facilitation; regional integration and cooperation; structural economic transformation; and means of implementation.

2. The present report is the first to provide a review of the implementation of the Vienna Programme of Action, focusing on the key priority areas and activities being undertaken by all relevant stakeholders. It provides an analysis of the status of implementation in the six priority areas of the Programme, thus providing a benchmark against which future progress will be measured. The report concludes with policy recommendations and contains a statistical annex.

II. Overview of challenges and recent socioeconomic developments in landlocked developing countries

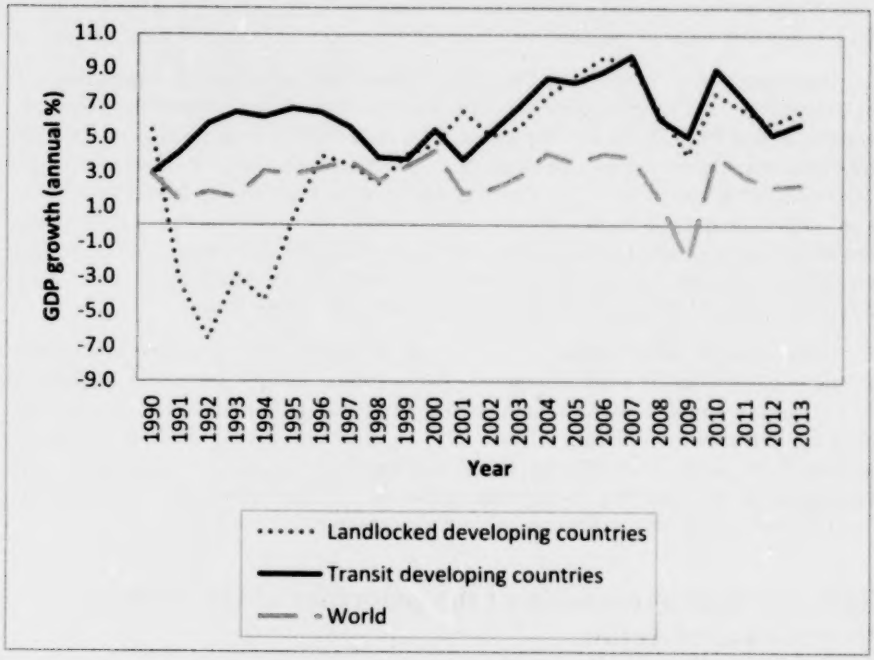
3. Landlocked developing countries are confronted by structural challenges that are directly and indirectly related to their geographical disadvantages, which inhibit their full participation in global production networks and isolate them from global markets. Owing to their long distances from the sea, landlocked developing countries face disproportionately high transport and transaction costs, which intensify their comparative disadvantages relative to other developing countries. Their unique challenges are exacerbated by poor infrastructure, low levels of development in the information and communications technology (ICT) sector and severe challenges in gaining access to energy. Landlocked developing countries further exhibit low productive capacity, which limits the addition of meaningful value to their exports and their capacity to diversify their products and markets and severely constrain their growth and development prospects.

4. These challenges notwithstanding, the past decade can be characterized as an era of general improvement of macroeconomic performance for most landlocked developing countries. In some countries such as Ethiopia, the Lao People's Democratic Republic and Uzbekistan, buoyant growth was supported by public sector-led growth strategies centred on high public investment, increased private consumption and robust foreign direct investment (FDI) inflows.

5. In 2013, the average annual percentage growth rate of gross domestic product (GDP) for landlocked developing countries increased slightly, to 6.6 per cent, from 5.9 per cent in 2012. There was, however, wide variation within the group. One

third of the countries had an annual GDP growth rate of more than 7 per cent, while 12 countries had a rate between 4 and 7 per cent, and the remaining 9 had a rate below 4 per cent. Looking ahead, given that the concentration of fuel exports in the export structures of the countries is very high (an average of 56 per cent), average economic growth may be negatively affected by plummeting global fuel prices.

Figure I
GDP growth of landlocked developing countries (annual percentage)



Source: based on World Bank data.

6. Despite average annual economic performance being generally favourable for landlocked developing countries over the past decade, these countries are among the poorest of the developing countries. In 2013, their GDP per capita was only about 32 per cent of the global average. Relative to transit developing countries and for the same year, their GDP per capita was about $1,700 lower. Further examination of the data reveals that three of the five poorest countries in the world, as measured by GDP per capita, are landlocked developing countries. In addition, between 2003 and 2012, one third of the population of landlocked developing countries was living on less than $1.25 per day (in terms of purchasing power parity). In some countries, average poverty levels over the same period exceeded 60 per cent.

7. In 2013, landlocked developing countries also ranked among the countries with the lowest levels of human development as measured by the human development index, a composite measure that incorporates life expectancy, education and income. Of the 15 countries with the lowest human development index in 2013, 8 were landlocked developing countries. The variation within the

group was also very high. While the median human development index was 0.56, the highest of the group was 0.76 and the lowest was 0.34.

8. Landlocked developing countries are also negatively affected by their high cost of trade, which is double that of transit developing countries. The real costs of trade, including transport and other costs of doing business internationally, are important determinants of a country's ability to participate fully in the world economy. It is thus not surprising that landlocked developing countries have generally faced greater difficulties than coastal countries in expanding international trade. Their share of global exports was estimated to have been only 1.2 per cent in 2014, compared with 33 per cent for all developing economies (excluding China).

9. Resources for investment in most landlocked developing countries are predominantly of foreign origin, with the main sources being official development assistance (ODA), FDI and remittances. It is therefore a major concern that net ODA receipts, expressed as a percentage of gross national income, have continued to decline. On average, net ODA receipts declined by half between 2003 and 2013, from approximately 8.2 to 3.5 per cent. Over the same period, FDI flows significantly increased, although the trend has been downward since 2011. Personal remittances are also becoming increasingly important for landlocked developing countries. In 2013, however, a decrease of 12 per cent was recorded.

10. Furthermore, and relative to 2011, the external debt stock of landlocked developing countries as a percentage of gross national income increased slightly in 2013, from an average of 42.8 to 43.5 per cent, while that of transit developing countries increased on average from 27.1 to 27.9 per cent. While a country's external debt stock can help to close the gap between domestic savings and investment, it can lead to growing uncertainty about actions and policies to which Governments may resort in order to meet their debt-servicing obligations.

III. Status of implementation of the priorities of the Vienna Programme of Action

A. Priority 1: fundamental transit policy issues

11. The first specific objective is to reduce travel time along corridors, with the aim of having transit cargo move between 300 and 400 km within 24 hours. There are currently no regularly updated data available for all regions that can be used to closely monitor this specific objective, with the exception of that of the Central Asia Regional Economic Cooperation Programme, presented in table 1. The data show that all corridors in Central Asia have reached this specific objective.

Table 1
Travel time along Central Asian corridors in 2013 (km per 24 hours)

	Road corridor speed with delays
Entire region	624
Corridor 1 (connecting the Russian Federation to China via Kazakhstan and Kyrgyzstan)	672
Corridor 2 (connecting Azerbaijan, China, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan)	576
Corridor 3 (connecting Afghanistan, Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkmenistan and Uzbekistan)	528
Corridor 4 (connecting the Russian Federation to East Asia via China and Mongolia)	360
Corridor 5 (connecting Afghanistan, China, Kyrgyzstan, Pakistan and Tajikistan)	432

Source: Asian Development Bank.

12. According to data from a 2009 World Bank publication, *Transport Prices and Costs in Africa*, transit speeds from seaport to final destination for most corridors were much less than 300-400 km/24 hours. The transit speed averaged from 144 km/24 hours in West and Central Africa to 192 km/24hours in East Africa and 288 km/24 hours in Southern Africa.

13. The logistics performance index provides important information for monitoring the second specific objective: to reduce the time spent at borders. The index is based on six dimensions of trade, including customs performance, infrastructure quality and timeliness of shipments. Landlocked developing countries have a lower index, both overall and for all components, compared with transit developing countries (see table 2).

Table 2
Average logistics performance index (2014)

	Overall logistics performance index score	*Logistics performance index components*					
		Customs	*Infrastructure*	*International shipments*	*Logistics quality and competence*	*Tracking and tracing*	*Timeliness*
Landlocked developing countries	2.49	2.35	2.31	2.51	2.45	2.47	2.83
Transit developing countries	2.69	2.45	2.51	2.70	2.63	2.74	3.10

Source: World Bank.

14. Landlocked developing countries and transit countries have been implementing initiatives to speed up border-crossing, including one-stop border posts, electronic single-window facilities, the pilot use of permits for transit by members of the Organization of the Black Sea Economic Cooperation, TIR carnets, the Automated System for Customs Data and regional third-party motor vehicle insurance. Those initiatives notwithstanding, more effort is needed to improve the

movement of goods across borders through the effective implementation of existing programmes and new initiatives.

15. The third specific objective is aimed at reducing the time spent at intermodal points, i.e. the points of transfer from rail to road or from port to rail or road. Data to measure progress against that specific objective are not readily available or regularly collected. Available data are from specific studies and do not include all landlocked developing countries. A 2012 World Bank study of Africa showed that, excluding Durban, South Africa, and Mombasa, Kenya, the average cargo dwell time for most ports was close to 20 days, whereas it was about 4 days for most large ports in East Asia and in Europe. More efforts are needed to reduce the port dwelling times, and there is a need to capture and regularly update data relating to that specific objective.

16. In the Vienna Programme of Action, landlocked developing countries and transit countries are called upon to accede to and ratify relevant international, regional and subregional conventions. The current status of ratification of selected important international legal instruments by landlocked developing countries and transit countries, presented in table 3, demonstrates the need for increased ratifications in order to fully implement activities in this priority area.

Table 3

Status of accession to or ratification of selected United Nations conventions by landlocked developing countries and transit countries as at 30 June 2015

Convention	*Number of landlocked developing countries*	*Number of transit countries*
Convention on Road Traffic (1968)	13	13
Convention on Road Signs and Signals (1968)	8	10
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	11	5
Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)	6	3
Customs Convention on Containers (1972)	6	3
International Convention on the Harmonization of Frontier Controls of Goods (1982)	11	3
Convention on the Contract for the International Carriage of Goods by Road (1956)	10	2
Protocol of Amendment to the International Convention on the Simplification and Harmonization of Customs Procedures (1999)	16	20
World Trade Organization Trade Facilitation Agreement	1*	0

Source: Economic Commission for Europe, World Customs Organization and World Trade Organization (WTO).

* Ratified by a second landlocked developing country on 6 August 2015.

B. Priority 2: infrastructure development and maintenance

17. The focus within the priority area is on transport infrastructure and on energy and ICT infrastructure.

18. The latest data available on road infrastructure, presented in table 2 of the annex, indicate that landlocked developing countries have relatively poor road networks compared with their transit country neighbours. Although they have made much effort to expand and upgrade their road transport infrastructure, it is important that those efforts be accelerated.

19. Data on railway infrastructure in landlocked developing countries show that railway networks expanded in 7 countries between 2009 and 2013, but remained stagnant or shrank in 12 countries. Where feasible, it is important to establish or improve railway networks because transport via railways is a low-cost option suited to the export needs of landlocked developing countries and also generates less carbon emissions and congestion than transport via roads.

20. The Asian Highway network consists of 143,000 km of standardized roadways, crisscrossing 32 countries in Asia, with linkages to Europe. Some 29 per cent of roads in the network are categorized as class III roads. Those roads have two lanes or fewer and are not universally paved. In Latin America, the road networks in landlocked developing countries require upgrading. In Africa, the Trans-African Highway, while having a total length of 54,120 km distributed along nine corridors, is still missing substantial links, along which there are tracks that are rendered impassable or hazardous after rains or sandstorms or owing to the accumulation of rocks and sand. There are more than 26,362 km of missing links in the rail network of Africa and more than 10,500 km of missing links in the Trans-Asian railway network. It is important to close the missing links in road and rail networks in regions with landlocked developing countries to improve connectivity for those countries.

21. Landlocked developing countries fall behind other groups of countries in terms of access to energy. In 2010, the average percentage of the population with access to electricity in landlocked developing countries was 42 per cent, compared with 73 per cent in transit developing countries and 81 per cent for the world. When the data were further disaggregated into rural and urban populations, about 74 per cent of those in urban areas of landlocked developing countries had access to electricity, compared with a much lower figure of 33 per cent for rural areas. Disaggregation of the data revealed that, in more than one third of landlocked developing countries, less than 17 per cent of the population had access to electricity. More efforts are needed to expand access to reliable and modern energy services in landlocked developing countries.

22. In the Vienna Programme of Action, landlocked developing countries are called upon to develop national broadband policies . According to the 2014 report of the Broadband Commission for Digital Development, about 70 per cent of landlocked developing countries have formulated national broadband policies. It is important that those that have not yet done so develop such policies and ensure that they are fully implemented.

23. Landlocked developing countries experienced strong growth over the past decade in ICT, in particular mobile communications, for which subscriptions grew

twenty-fold. By contrast, although growth in access to the Internet increased steadily, the percentage of those with access remained low in most landlocked developing countries, with an average of 20 out of 100 people being Internet users in 2013. That average masks important disparities among those countries, with the highest recording an average of 61.2 users out of 100, compared with 1.3 out of 100 in the lowest. Limited access to broadband, high prices, unreliable energy supplies and poor access to computers have restricted access to the Internet. More efforts are required to improve the required infrastructure and to develop relevant policy and regulatory frameworks in order to make significant strides towards reaching the specific objective of promoting open and affordable Internet access for all.

24. Closing the existing infrastructure gap in landlocked developing countries and transit developing countries is central to the successful implementation of the Vienna Programme of Action. It will require financing from all sources, including public, private, public-private partnerships, ODA and innovative sources. Data and analysis from the Economic Commission for Latin America and the Caribbean (ECLAC) show that the current level of public and private infrastructure investment in the region is not sufficient to provide the infrastructure that the region needs for its sustainable development. According to ECLAC estimates, each country in the region should annually invest 6.2 per cent of its GDP to satisfy its infrastructure demands in the period 2012-2020. However, preliminary figures on public and private investment in infrastructure show that, on average, only 2.7 per cent of regional GDP was thus allocated in the past decade.

25. In Africa, the Programme for Infrastructure Development in Africa is supporting energy, transport, transboundary water and ICT projects that are estimated to cost $67.9 billion for the period 2012-2020. The Presidential Infrastructure Champion Initiative of the New Partnership for Africa's Development is supporting eight projects championed by African Heads of State and Government. Through South-South cooperation, China has supported infrastructure investment in several African landlocked developing countries, and the newly formed New Development Bank is a new source of resources for infrastructure development.

26. The Asian Infrastructure Investment Bank was launched in China as an international financial institution to provide financing for infrastructure projects in Asia. The Infrastructure Fund of the Association of Southeast Asian Nations, established in 2013, is an innovative initiative to mobilize the region's resources for infrastructure development. The Asian Development Bank (ADB) has also been supporting investment in infrastructure development in the region. For example, between 1992 and 2010, its Greater Mekong Subregion Economic Cooperation Programme had invested some $15 billion in projects covering subregional roads, airports and railways, as well as power facilities, tourism infrastructure and communicable disease prevention. The Programme's regional investment framework pipeline of potential projects for the period from 2013 to 2022 includes more than 200 projects in 10 sectors, with an estimated investment value in excess of $50 billion. The number and value of projects in the Central Asia Regional Economic Cooperation Programme that are supported by ADB have grown from 6 projects worth $247 million in 2001 to 158 projects worth approximately $24.6 billion in 2014.

27. According to the Organization for Economic Cooperation and Development (OECD), ODA that includes both concessional and non-concessional flows from

bilateral and multilateral donors, disbursed by development partners to landlocked developing countries for infrastructure development and maintenance, totalled approximately $6.7 billion in 2013. The largest providers were the World Bank, Japan, United States and the Asian Development Bank. In 2013, the largest recipients were Kazakhstan, Afghanistan, Ethiopia and Azerbaijan. Most of the resources went to the transport and storage sectors.

C. Priority 3: international trade and trade facilitation

28. The focus within the priority area is on international trade and trade facilitation. At the global level, efforts must be made to conclude the Doha Development Round of trade negotiations, giving full attention to the needs of developing countries, including landlocked developing countries. WTO members are taking steps to conclude a work programme on the remaining Doha Round issues.

29. With regard to international trade, the steady expansion of merchandise exports from landlocked developing countries slowed rapidly in 2012 and 2013. In 2014, exports totalled an estimated $226 billion, a fall of 1.8 per cent from the previous year. Similarly, merchandise imports by landlocked developing countries, which totalled $218 billion in 2014, also experienced negative growth. This slowdown was mainly due to the prolonged sluggish growth and downward trending of commodity prices.

30. In 2014, exports from landlocked developing countries represented 1.2 per cent of global exports, having remained near that level since 2011. However, only two countries captured half of the export earnings of the group, which suggests that most of landlocked developing countries continue to be marginalized from the international trading system. In contrast, the trade in goods and services of landlocked developing countries represents, on average, more than 70 per cent of their GDP. Therefore, notwithstanding their geographical locations and high transport costs, landlocked developing countries appear to be highly dependent upon trade for their economic development.

31. Exports from landlocked developing countries are increasingly highly concentrated on just a handful of export products, in particular raw material commodities such as minerals, agricultural products and fuel, which have little or no value added to them. The export concentration index of landlocked developing countries rose from 0.20 in 2003 to 0.36 in 2013. By comparison, the index for all developing countries stands at just 0.13. Higher value added products, manufactured goods and services exports, such as tourism, ICT, finance and banking, present an avenue for landlocked developing countries to reduce the cost of trade and vulnerability to external shocks, including commodity price fluctuations.

32. With regard to trade facilitation, some tangible progress has been made by many landlocked developing countries, including through further simplification and harmonization of customs, of border and transit procedures, and of formalities and trade facilitation measures, leading to a reduction of the time spent and documents required for export and import. According to the World Bank, the time to export a container of cargo decreased between 2005 and 2014 in 24 landlocked developing countries. The number of documents required to export goods from landlocked developing countries decreased in 12 such countries; the number required to import

goods fell in 16 such countries. Those positive developments notwithstanding, it still takes landlocked developing countries 40 days on average to export, compared with only 22 days for transit developing countries.

33. Landlocked developing countries continue to face much higher trade and transport costs. In 2014, the average cost for such countries to export and import was $3,443 and $4,343, respectively, compared with $1,301 and $1,559 for transit developing countries. Furthermore, since 2010, export and import costs for landlocked developing countries have risen by 25 and 29 per cent, respectively, compared with just 6 and 7 per cent for transit developing countries. Such high costs prevent landlocked developing country exports from becoming truly competitive in world markets.

34. As indicated under priority 1, landlocked developing countries exhibited the weakest logistics performance in 2014. The limited efficiency of customs and border management and shortfalls in the quality of trade and transport infrastructure are still factors that constrain the capacity of landlocked developing countries to ensure the efficiency of their logistics facilities and services.

35. Furthermore, preliminary analysis from the monitoring and evaluation exercise for the fifth Global Review on Aid for Trade, to which 16 landlocked developing countries responded, has revealed that landlocked developing countries consider border procedures and network infrastructure to be the most important sources of trade costs. In addition, trade facilitation was one of the priorities for Aid-for-Trade assistance that was highlighted by landlocked developing countries.

36. An important step forward in ensuring a common platform for the implementation and widespread use of trade facilitation measures at the global level was the adoption of the WTO Trade Facilitation Agreement. The Agreement will enter into force once it is ratified by two thirds of the WTO membership. As at 6 August 2015, 12 members, including 2 landlocked developing countries, had ratified the Agreement and more than 40 had indicated their intent to do so in the near future.

37. The main objective of the Agreement is to expedite the flow, release and clearance of goods through borders and to reduce trade transaction costs. Of particular importance for landlocked developing countries are: provisions in the Agreement covering goods in transit and requirements regarding customs-related fees, procedures and documentation; transparency; trade facilitation measures; and improving cooperation between national customs authorities and border agencies. In additional, the Agreement contains innovative provisions on special and differential treatment for developing countries.

38. It is crucial that development partners provide the financial and technical assistance to developing countries, in particular landlocked developing countries, necessary to implement the provisions of the Agreement effectively and identify the needs of developing countries. Since 2013, the WTO secretariat, in cooperation with other international organizations, has supported 15 landlocked developing countries in assessing their trade facilitation needs and priorities. In addition, some international organizations, many of which are already supporting landlocked developing countries on trade-related matters, have jointly committed themselves to assisting developing countries in implementing the Agreement.

39. As at 31 May 2015, of the 66 notifications of Category A commitments — those provisions that countries will implement by the time the Agreement enters into force — received by WTO, 9 had been made by landlocked developing countries and 13 by transit developing countries. Six transit countries had indicated that they were ready to fully implement article 11 on freedom of transit, while another four were ready to partially implement it. It is important that all countries work to ratify the Agreement as soon as possible and that developing countries notify WTO of their Category A commitments.

40. At the national level, committees on trade facilitation are important tools for analysing, negotiating and implementing trade facilitation commitments. To date, 17 landlocked developing countries have established national trade facilitation committees or bodies. Landlocked developing countries should ensure that all relevant stakeholders, including the private sector, are involved in those bodies. In addition, 13 of the 16 landlocked developing countries that provided notification to the WTO indicated that they had mainstreamed trade facilitation as a priority in their national development strategies.

D. Priority 4: regional integration and cooperation

41. For landlocked developing countries, close cooperation with transit countries in the region is a necessity for enhancing their connectivity and competitiveness, reaching international markets and reaping the benefits of globalization, thereby leading to collective benefits in terms of growth opportunities and increased FDI flows to the region. An important area for promoting regional integration is through regional infrastructure activities and the development of transport corridors, which have the potential to address the challenges arising from a fragmented approach to national transport policies.

42. Landlocked developing countries have increasingly participated in bilateral and plurilateral regional trade agreements. According to WTO data, as at April 2015, such countries participated in an average of 3.8 regional trade agreements. Those in Europe and Asia were party to an average of 5.4 regional trade agreements, compared with 2.5 agreements for those in Africa. The Plurinational State of Bolivia and Paraguay participated in four and three regional trade agreements, respectively. According to the United Nations Conference on Trade and Development (UNCTAD), by the end of March 2015, landlocked developing countries had signed an average of 20 bilateral investment agreements and seven other international investment agreements. It is important that the agreements that landlocked developing countries enter into include a core focus on inclusive growth and sustainable development.

43. In Africa, regional integration and cooperation are among the strategic priorities of policymakers. There are some 30 regional trade agreements, including those of the eight regional economic communities recognized by the African Union, 7 of which include landlocked developing countries. Overall, however, developments on the ground have been sluggish, and the share of intra-African trade has hovered at just around 12 per cent of total African trade. The establishment of a larger regional trade agreement — the Tripartite Free Trade Area Agreement — has been ongoing. The Agreement includes 26 countries (10 of which are landlocked developing countries) and builds on the agreements already in place within the

Common Market for Eastern and Southern Africa (COMESA), the East African Community and the Southern African Development Community. In addition, the continental free trade area that is planned to be established in 2017 will further deepen integration.

44. Within the regional economic communities, many efforts have been made to adopt common programmes and harmonize policies on trade, transport and border-crossing procedures and to promote border cooperation, including the ECOWAS joint border post programmes, the Customs Management Act of the East African Community and the COMESA Regional Customs Transit Guarantee scheme.

45. Some progress is being made within the subregions to enhance energy cooperation and the connectivity of landlocked developing countries. For example, COMESA has launched an initiative to promote regional cooperation in energy development, trade and capacity-building, and the Eastern Africa Power Pool has developed a regional power master plan and grid code.

46. The Eurasian Economic Union was established in 2015. It provides for free movement of goods, services, capital and labour, and the pursuit of coordinated, harmonized and unified policies in Europe and Asia. The members of the Union comprise Armenia, Belarus, Kazakhstan and the Russian Federation; Kyrgyzstan is in the accession process.

47. The Trans-Asian Railway and Asian Highway networks connect the landlocked developing countries of Europe and Asia to internationally recognized regional corridors. Various other projects and agreements support the efforts of landlocked developing countries to enhance connectivity in the region, ensure harmonized policies and speed up transit transport. In September 2014, States members of the Shanghai Cooperation Organization signed the Intergovernmental Agreement on Establishment of Favourable Conditions for International Road Transport. A framework agreement for energy cooperation on electricity was signed in November 2014 by the States members of the South Asian Association for Regional Cooperation, which includes the landlocked developing countries of Afghanistan, Bhutan and Nepal. Two other agreements, on regional railways and vehicular traffic, have also been prepared. Other important agreements affecting landlocked developing countries include the transit and transport agreements within the Economic Cooperation Organization, the Transport Corridor Europe-Caucasus-Asia, the Greater Mekong subregion and the Black Sea region.

48. As part of a continuing process of integration in South America, the constitutive treaty of the Union of South American Nations, an intergovernmental union integrating MERCOSUR and the Andean Community, entered into force in 2011. The landlocked developing countries of the Plurinational State of Bolivia and Paraguay are both members. The Initiative for the Integration of Regional Infrastructure in South America, which has coordinated the development of transport, energy and telecommunications infrastructure in South America since 2000, has been incorporated into the institutions of the Union of South American Nations. According to ECLAC, in 2012, the Plurinational State of Bolivia and Paraguay accounted for 16 per cent ($19.25 billion) of total investment within the Initiative. By May 2013, $2.926 billion had been put allocated to the completion of rail and road transport projects under the Initiative in landlocked developing countries.

49. It is essential that regional integration efforts in the regions with landlocked developing countries focus not only on cooperation on trade, trade facilitation, investment and the deepening of regional connectivity, but also on research and development and industrial policies that would foster real structural change and growth in such countries. In that regard, the transformation of transport corridors into development corridors should be encouraged through the creation of industries, businesses, social facilities and other ancillary infrastructure in conjunction with transport infrastructure. That would help to stimulate social and economic development in areas surrounding transport routes. The sharing of experience and information between landlocked developing countries and their transit neighbours should also be a component of regional integration and cooperation efforts.

E. Priority 5: structural economic transformation

50. It is imperative that landlocked developing countries structurally transform their economies if sustained economic growth and poverty eradication are to be achieved in the next decade. Structural transformation is a process that involves the reallocation of economic activity from low value-added and low productivity activities and sectors to those of higher value-added and high productivity.

51. On average, agriculture in landlocked developing countries exhibits a declining share of value-added as a percentage of GDP (fig. II). Manufacturing has also been declining, albeit at a slower rate relative to the agriculture sector. Between 2003 and 2013, manufacturing declined by about 3 per cent, while the decline in agriculture was double that of manufacturing. At the same time, the trend in the share of the services sector moved in the opposite direction, with an average increment of about 4 per cent. This implies that landlocked developing countries are undergoing de-industrialization. In transit developing countries, on the other hand, the trend is somewhat similar, but the share of manufacturing is much higher than that of landlocked developing countries (fig. III).

52. The degree of de-industrialization being experienced by landlocked developing countries with very low levels of per capita GDP is striking. Average GDP per capita for landlocked developing countries rose from $3,300 in 2003 to approximately $5,300 in 2013. These income levels were much lower than those at which advanced economies began to de-industrialize, which were between $9,000 and $11,000 at 1990 prices. This means that landlocked developing countries are experiencing what may be termed "premature de-industrialization"; they are running out of industrialization opportunities sooner and at much lower levels of income than early industrialized nations.

53. Furthermore, the declining share of manufacturing in the output of landlocked developing countries is of concern given that manufacturing has historically been at the core of economic growth and transformation. Manufacturing also offers greater opportunities than other sectors to accumulate capital, exploit economies of scale and foster technological change. Industrialization is more important for landlocked developing countries relative to coastal countries because it enables them to alleviate the impediments arising from their landlocked position. For example, through industrialization, landlocked developing countries are able to produce goods with a higher value-to-weight ratio, which reduces the relative cost of

transport. Therefore, the development of manufacturing is vital for the ability of landlocked developing countries to compete in global markets.

Figure II

Value added shares by sector of economic activity in landlocked developing countries (percentage of GDP) 1990-2013

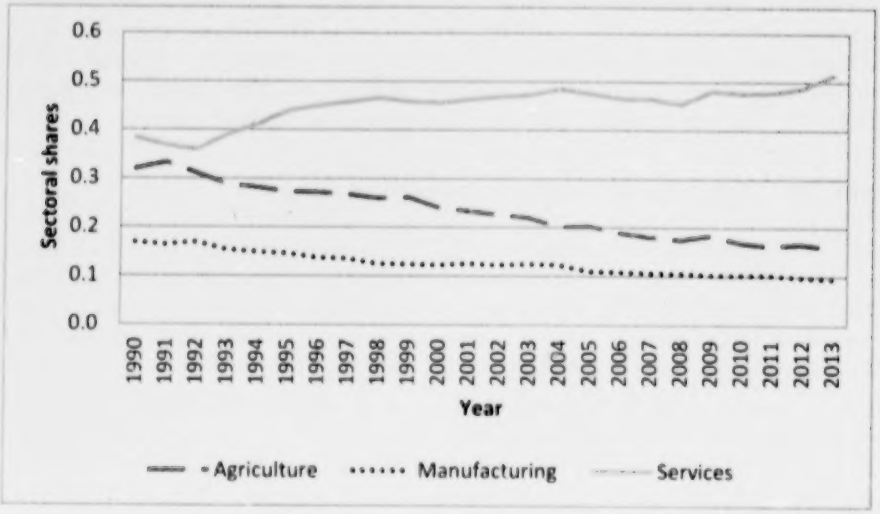
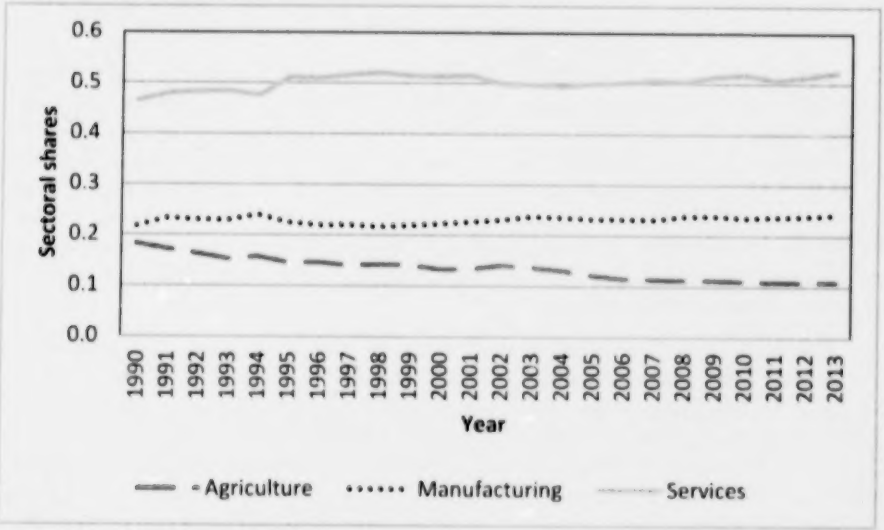


Figure III

Value added shares by sector of economic activity in transit developing countries (percentage of GDP) 1990-2013



Source: World Bank.

54. The share of high-technology exports as a percentage of manufactured exports in landlocked developing countries is only about 20 per cent. Low technology content is a significant impediment to the ability of landlocked developing countries to compete in global markets, which further entrenches their dependence on primary and raw material commodities. To develop their manufacturing sectors, landlocked developing countries need to move from lower to higher levels of technology.

55. Structural transformation also facilitates employment shifts towards manufacturing-related industries. The latest employment data for landlocked developing countries reveal that a higher proportion of the workforce is employed in either the agriculture or services sector. Recalling that structural transformation fuels the capacity of an economy to constantly generate new and dynamic activities that are characterized by higher productivity, the employment data provide evidence of the inherent bottlenecks that may still exist in landlocked developing countries. Because many landlocked developing countries are rich in natural resources, they can take advantage of those resources to create more industries that would provide decent and well-paying jobs to more of their citizens. Governments should encourage the development of labour-intensive sectors and technologies. Doing so requires an appropriate alignment of educational goals with industrial strategies and the demand for labour.

56. As indicated in paragraph 31 above, the exports of landlocked developing countries are highly concentrated in a few products, mainly in the export of primary commodities (25.8 per cent) and fuel (55.9 per cent) (see fig. IV), while an overwhelming proportion of imports are manufactured products (70 per cent) (see fig. V). That level of concentration exposes those countries to the damaging effects of fluctuations in global demand and commodity prices.

Figure IV

Aggregate structure of exports from landlocked developing countries, 2013

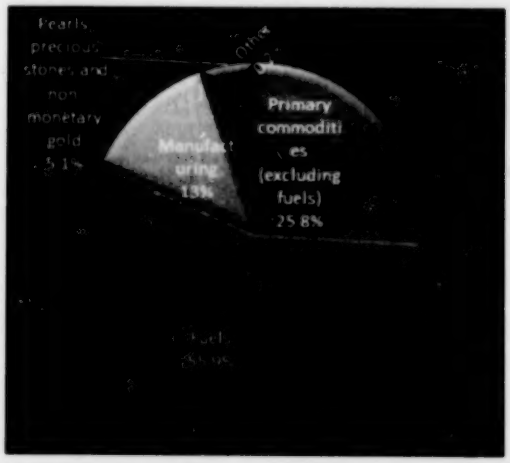
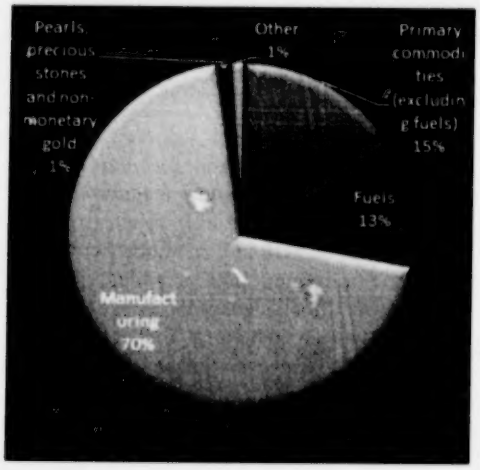


Figure V
Aggregate structure of imports by landlocked developing countries, 2013



Source: UNCTAD database.

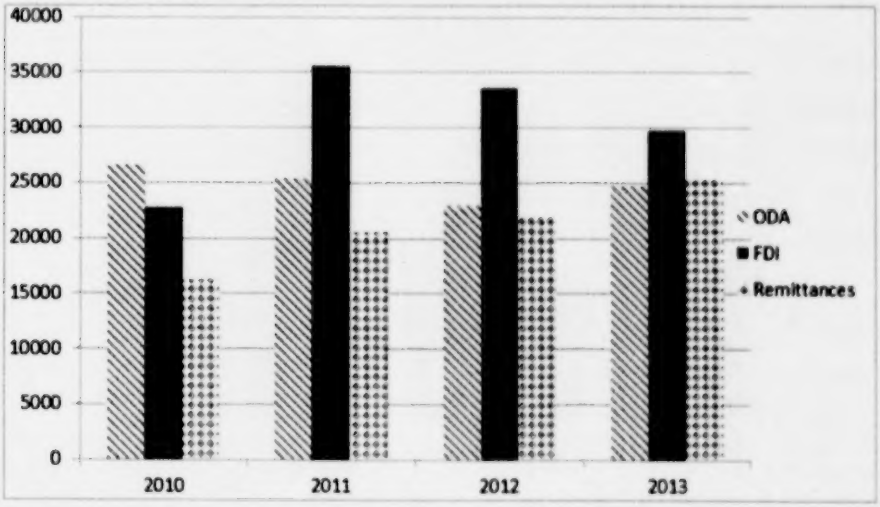
57. Small and medium-sized enterprises comprise the bulk of the private sector and are major contributors to employment creation, but many of them lack the capital and expertise necessary to expand their activities. The value of financial resources provided to the private sector by financial corporations, including loans, purchases of non-equity securities and trade credits, is equivalent to only about 30 per cent of GDP in landlocked developing countries. In contrast, the value of domestic credit to the private sector in transit developing countries is equivalent to more than 80 per cent of GDP. It is imperative to bring financing for private enterprises, especially small and medium-sized enterprises, to the forefront of the development strategy in landlocked developing countries.

F. Priority 6: means of implementation

58. It is recognized in the Vienna Programme of Action that the development of a country is the primary responsibility of that country itself. Also underscored is the importance of strengthened and expanded partnerships between landlocked developing countries, their transit neighbours, their development partners and other stakeholders for the successful implementation of the Programme. Development partners are encouraged to provide targeted technical and financial support, as appropriate, towards the implementation of the specific actions in the Programme. Strengthened partnerships within the context of South-South and triangular cooperation and public-private partnerships, and with the relevant international and regional organizations and between public and private sector actors, is particularly important for raising the additional financial resources that are required.

59. Figure VI shows inflows of ODA, FDI and remittances to landlocked developing countries between 2010 and 2013. Although net ODA to those countries in 2013 increased slightly (7.6 per cent) over 2012, from $23 to $24.7 billion, it was still below the 2010 level of $26.5 billion.

Figure VI
ODA, FDI and remittances to landlocked developing countries, 2010-2013
(Millions of United States dollars)

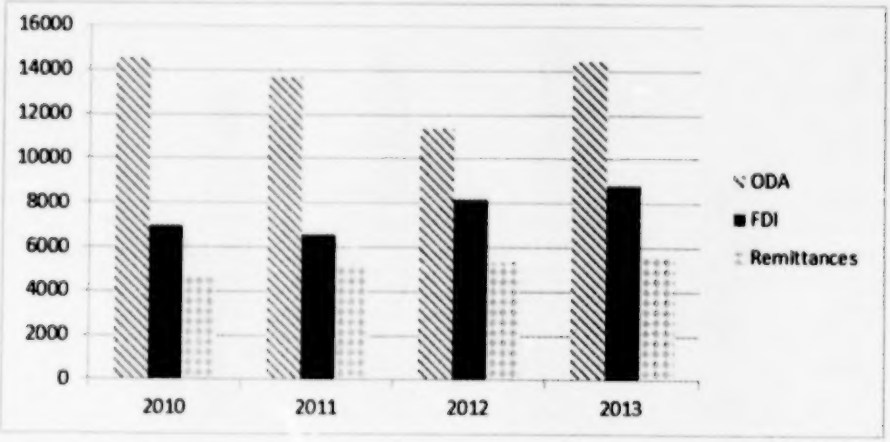


Source: OECD, UNCTAD and World Bank.

60. ODA flows remain a major source of external financing for many landlocked developing countries, in particular for those in Africa, as illustrated in figure VII.

61. The slowdown in the registration of development cooperation funds from traditional donors in recent years is indicative of the fragility of international aid and of internationally agreed promises to increase it. The volume of aid overall remains far from sufficient compared with the amounts needed to support internationally agreed goals, including the Vienna Programme of Action.

Figure VII
ODA, FDI and remittances to landlocked developing countries in Africa, 2010-2013
(Millions of United States dollars)



Source: OECD, UNCTAD and World Bank.

62. South-South and triangular cooperation have played an important role in complementing ODA to landlocked developing countries through their contributions, as appropriate, to the sharing of best practices, human and productive capacity-building, investment in infrastructure, financial and technical assistance and technology transfer on mutually agreed terms. More support is needed to ensure the achievement of the Vienna Programme of Action.

63. Aid for Trade, in combination with complementary policies, has contributed to lower trade costs and given rise to additional infrastructure, better border institutions and regulatory procedures and enhanced capacity. Aid for Trade, along with the commitment of landlocked developing countries to necessary reforms, is also important in linking those countries to, or advancing their position in, global and regional value chains. Aid-for-Trade disbursements to landlocked developing countries stood at $6.8 billion in 2013.

64. It is also important to note that, among donors, the European Union has continued to support landlocked developing countries in addressing their development challenges. Key areas of support include trade facilitation, transit, transport infrastructure and regional integration. Within the framework of the Vienna Programme of Action, the Union has committed itself to maintaining its current level of support to trade facilitation of €400 million for the five years following the signature of the WTO Trade Facilitation Agreement. Twenty-seven landlocked developing countries are among the ninety-six developing countries that currently enjoy preferences under the Union's Generalized Scheme of Preferences, which provides developing countries with unilateral trade preferences. Four landlocked developing countries also benefit from the Special Incentive Arrangement for Sustainable Development and Good Governance of the European Commission. Between 2007 and 2012, the Union provided €11.3 billion in funding

to projects in landlocked developing countries, of which 62 per cent was allocated to projects in Africa.

65. FDI plays an essential role in landlocked developing countries, through the building and strengthening of productive capacity, export growth, technology transfer, the diffusion of productive know-how, managerial skills and capital, the creation of wealth, the opening up of new markets for high value-added products and services and employment generation. FDI inflows to landlocked developing countries in 2013 fell by 11 per cent, to $29.7 billion. Following a slight decrease in 2012, this marked the first time that FDI for that group of countries had fallen for two years in a row.

66. In 2013, flows of remittances to landlocked developing countries reached $25.2 billion and exceeded official development assistance to those countries. Remittances have the potential to lift people out of poverty, fund small businesses, facilitate financial inclusion and help countries with their balance of payments and hard currency problems. There is, however, a need for supportive policies in both the sending and receiving countries to reduce transaction costs and harness the development potential of remittances.

IV. Follow-up and review

67. In the Vienna Programme of Action, Member States, in particular landlocked developing countries and transit countries, were invited to mainstream the Programme into their national and sectoral development strategies. Regional and subregional organizations, governing bodies of United Nations system entities and international organizations were invited to mainstream the Programme into their programmes of work. In that regard, the Secretary-General wrote a letter to Member States and regional and subregional organizations, inviting them to mainstream the Programme. As at June 2015, seven countries (including one landlocked developing country) and two regional development banks had responded positively. In March 2015, at their joint annual meeting, the African Union Specialized Technical Committee on Finance, Monetary Affairs, Economic Planning and Integration and the Economic Commission for Africa Conference of African Ministers of Finance, Planning and Economic Development adopted resolution 937 XLVIII on the mainstreaming of the Programme of Action by African landlocked developing countries and regional and subregional organizations (see E/ECA/CM/48/7). A similar resolution regarding Asia, resolution 71/3, was adopted at the seventy-first session of the Economic and Social Commission for Asia and the Pacific (ESCAP), held in May 2015 (E/ESCAP/RES/71/3).

68. United Nations system entities and other relevant international organizations have been providing continuous assistance to landlocked developing countries through, among other things, capacity-building programmes, advisory services, support towards transport infrastructure development and the promotion of legal instruments relating to trade and transport facilitation. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States coordinates activities within the United Nations system to ensure the effective implementation of the Vienna Programme of Action, including advocacy and international awareness and resource mobilization campaigns for landlocked developing countries. To that end, the

Office, in consultation with other United Nations entities and relevant international and regional organizations, prepared a road map for the implementation of the Programme to ensure coherence and better coordination among all the stakeholders in the implementation.

69. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, in collaboration with relevant international and regional organizations and Member States, is preparing a set of indicators to inform national, regional and global follow-up to and review of the Vienna Programme of Action. Furthermore, the Office, in partnership with the Government of Zambia, organized a high-level follow-up meeting to the second United Nations Conference on Landlocked Developing Countries. At that meeting, held in Zambia in June 2015, representatives adopted the Livingstone Call for Action for the Accelerated Implementation of the Vienna Programme of Action for Landlocked Developing Countries, in which key measures and initiatives required to accelerate the implementation of the Programme were highlighted.

70. The Economic Commission for Africa is providing support to the African regional economic communities and member States with regard to institutional frameworks for the management and operation of transit transport corridors, infrastructure development, international trade, trade and trade facilitation, regional integration and capacity-building. The Economic Commission for Europe is promoting international transport and trade facilitation and the implementation of relevant international legal instruments, norms and standards. ESCAP is providing capacity-building support to landlocked developing countries and transit countries for accession to and implementation of international conventions and formulation and implementation of subregional and bilateral agreements on transport, technical assistance with paperless transit and transport systems, regional integration and trade and trade facilitation. ECLAC is providing technical assistance to landlocked developing countries with the integration of trade and transport facilitation into national plans and with sustainable transport and logistics policies.

71. The World Bank is supporting the implementation of the Vienna Programme of Action through the issuance of publications and data sets to raise awareness and disseminate knowledge of which policies work and which do not work and by implementing technical assistance or investment projects in landlocked developing countries and transit developing countries to improve their transport, ICT connectivity, trade, trade competitiveness and energy development. The Bank provided approximately $11 billion in loan assistance to landlocked developing countries in fiscal year 2013-2014 to promote infrastructure and transit facilitation.

72. UNCTAD is contributing through data collection, publications and studies focusing on best practices and policy lessons regarding commodity value chains, providing technical assistance on intellectual property rights, supporting competitive small and medium-sized enterprises and providing advisory services in the development of national trade facilitation plans and needs assessments for trade facilitation preparedness.

73. The International Trade Centre (ITC) has begun mainstreaming the Vienna Programme of Action into its strategic plan for 2015-2017. ITC is assisting landlocked developing countries to improve the competitiveness of small and medium-sized enterprises and to implement the WTO Trade Facilitation Agreement

through both the scheduling of commitments and in preparing bankable projects. The International Telecommunication Union is supporting landlocked developing countries to develop and implement broadband and ICT policies. The United Nations Environment Programme is supporting landlocked developing countries to reduce vehicle emissions and improve fuel economy and to create national green economy strategies.

74. WTO has launched the process of ratification and entry into force of the Trade Facilitation Agreement and the WTO Trade Facilitation Agreement Facility, which became operational in November 2014. WTO is implementing the 2014-2015 Aid-for-Trade Work Programme under the theme of "Reducing trade costs for inclusive, sustainable growth".

75. The International Road Transport Union is working on projects and activities that contribute to the implementation of the Vienna Programme of Action in the areas of transit policy, trade facilitation and infrastructure development such as the Model Highway Initiative, which aims to create an exemplary section of motorway along with ancillary infrastructure, and the TIR system. The Union also works closely with key countries to assist in their accession to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States and the Union signed a memorandum of agreement on 15 April 2015 to undertake joint activities for the implementation of the Programme.

76. The Organization for Security and Cooperation in Europe is providing tailor-made technical assistance on border crossing facilitation and good governance in customs. The Economic Cooperation Organization is supporting transit policy, trade facilitation and infrastructure development in its subregion.

V. Conclusions and recommendations

77. **The Vienna Programme of Action is a holistic and ambitious development programme that is intended to achieve rapid, inclusive and sustained economic growth along with poverty reduction for landlocked developing countries. The Programme will feature renewed and strengthened partnerships between landlocked developing countries, transit countries and development partners, as well as with United Nations system entities and other international organizations, the private sector, and within the context of North-South and South-South and triangular cooperation.**

78. **An important element for the effective implementation of the Vienna Programme of Action is its mainstreaming into national and sectoral development plans and the work programmes of international, regional and subregional organizations. Landlocked developing countries should take the lead in the further mainstreaming of the Programme into national strategies so as to fully implement it. Similarly, transit developing countries should also mainstream the Programme to ensure its effective implementation. Development partners, including those engaged through South-South and triangular cooperation, should accord priority to landlocked developing countries and align their support with the priorities of those countries.**

79. **Some United Nations system entities such as ECA and ESCAP have taken decisions to implement the Vienna Programme of Action. Further mainstreaming efforts and support are required from the United Nations, including at the national level, and by regional and subregional organizations.**

80. **Landlocked developing countries and transit developing countries should continue their efforts to streamline and harmonize customs and border crossing procedures and formalities, in addition to scaling up and implementating successful trade facilitation initiatives.**

81. **All WTO members, in particular landlocked developing countries and transit developing countries, should ratify the WTO Trade Facilitation Agreement in order to bring it into force. Adequate technical and capacity-building assistance should be extended to landlocked developing countries in order to ensure their effective implementation of the provisions of the Agreement.**

82. **Regional integration is a crucial instrument for landlocked developing countries to improve connectivity, competitiveness, economic growth and to link into global markets. Landlocked developing countries and transit developing countries should strengthen effective regional cooperation by strengthening intraregional trade and participation in regional frameworks and agreements, developing regional infrastructure and harmonizing regional policies.**

83. **Landlocked developing countries should pursue national measures aimed at increasing the share of high-value added exports, such as manufactured goods and services, with the aim of diversifying their export structures and taking full advantage of the opportunities that linking into global and regional value chains offers. Development partners should provide technical, financial and capacity-building assistance to support such efforts.**

84. **To facilitate structural transformation, landlocked developing countries should encourage the development of labour-intensive sectors and forms of technology through industrial and educational policies.**

85. **To monitor the implementation of the Vienna Programme of Action, there is a need for systematic collection of data in landlocked developing countries and transit countries in order to monitor improvements in trade facilitation and at intermodal points.**

86. **The Vienna Programme of Action requires more resources for investing in infrastructure development and maintenance, improving trade facilitation, increasing trade, structural transformation, addressing internal and external vulnerabilities and capacity-building. Although the landlocked developing countries have made considerable efforts to mobilize domestic resources, enormous financing gaps remain. It is important for the international community to provide more support in the form of ODA, South-South and triangular cooperation, as well as increasing the role of the private sector. It is important that international and regional development banks provide dedicated infrastructure funding for landlocked developing countries.**

87. **It is important that the special needs of landlocked developing countries, in particular those relating to infrastructure development, trade development**

and trade facilitation, regional integration, productive capacity-building and structural transformation, are fully addressed in the implementation and follow-up of the outcome document of the United Nations summit to adopt the post-2015 development agenda and of the Addis Ababa Action Agenda of the Third International Conference on Financing for Development.

88. **With consistent and dedicated efforts on the part of landlocked developing countries, supported by strong partnership and enhanced collaboration from transit countries and development partners, including global institutions, landlocked developing countries should be able to turn themselves into land-linked countries.**

Annex

Statistical tables

Table 1
Gross domestic product, rate of growth and human development index

Landlocked developing countries	*GDP (constant 2005 prices, millions of United States dollars)*		*GDP growth (annual percentage)*	*GDP per capita, PPP (constant 2011 prices, US dollars)*		*Human development index*
	2010	*2013*	*2013*	*2010*	*2013*	*2013*
Afghanistan	10 243	12 679	1.9	1 637	1 884	0.468
Armenia	5 918	6 875	3.5	6 508	7 527	0.730
Azerbaijan	28 310	30 631	5.8	15 950	16 593	0.747
Bhutan	1 288	1 490	2.0	6 516	7 167	0.584
Bolivia (Plurinational State of)	11 954	14 119	6.8	5 279	5 934	0.667
Botswana	12 412	15 085	9.3	13 642	16 155	0.683
Burkina Faso	7 347	8 887	6.7	1 438	1 588	0.388
Burundi	1 392	1 578	4.6	725	747	0.389
Central African Republic	1 566	1 077	-36.0	901	584	0.341
Chad	8 425	9 704	5.7	1 953	2 055	0.372
Ethiopia	20 784	27 739	10.5	1 081	1 336	0.435
Kazakhstan	77 245	92 422	6.0	19 601	22 470	0.757
Kyrgyzstan	3 056	3 589	10.9	2 790	3 121	0.628
Lao People's Democratic Republic	4 022	5 094	8.5	3 901	4 667	0.569
Lesotho	1 763	2 014	4.6	2 235	2 473	0.486
Malawi	3 874	4 333	5.2	737	757	0.414
Mali	6 972	7 285	2.1	1 664	1 589	0.407
Mongolia	3 454	5 080	11.6	7 708	10 833	0.698
Nepal	10 103	11 370	3.8	1 999	2 173	0.540
Niger	4 382	5 242	4.6	841	897	0.337
Paraguay	11 148	13 122	14.2	7 008	7 833	0.676
Republic of Moldova	3 502	4 048	9.4	3 925	4 542	0.663
Rwanda	3 847	4 725	4.7	1 262	1 426	0.506
South Sudan	10 919	6 351	13.1	3 838	1 965	..
Swaziland	2 912	3 121	3.0	5 862	5 998	0.530

Landlocked developing countries	GDP (constant 2005 prices, millions of United States dollars) 2010	2013	GDP growth (annual percentage) 2013	GDP per capita, PPP (constant 2011 prices, US dollars) 2010	2013	Human development index 2013
Tajikistan	3 181	3 945	7.4	2 110	2 432	0.607
The former Yugoslav Republic of Macedonia	7 610	7 959	2.7	11 179	11 664	0.732
Turkmenistan	13 273	18 639	10.2	10 032	13 555	0.698
Uganda	13 275	15 698	3.3	1 515	1 621	0.484
Uzbekistan	21 574	27 303	8.0	4 185	5 002	0.661
Zambia	12 647	15 318	6.7	3 451	3 800	0.561
Zimbabwe	5 202	6 725	4.5	1 484	1 773	0.492
Average, landlocked developing countries	**10 425**	**12 289**	**6.6**	**4 780**	**5 380**	**0.556**
Average, transit developing countries	**277 434**	**331 553**	**5.8**	**6 525**	**7 131**	

Source: United Nations Statistical Division, World Bank.

Table 2
Selected infrastructure indicators

	Roads[a] Km 2000-2011	Percentage paved 2003-2011	Railways (kilometres) 2013	Mobile cellular subscriptions (per 100 people) 2013	Internet users (per 100 people) 2013	Access to electricity (percentage of population) 2013
Afghanistan	23 133 (2010)	36 (2010)	..	70.7	5.9	41.0
Armenia	7 749 (2011)	..	826	112.4	46.3	99.8
Azerbaijan	18 986 (2011)	56 (2011)	2 068	107.6	58.7	100.0
Bhutan	8 366 (2011)	34 (2011)	..	72.2	29.9	72.0
Bolivia (Plurinational State of)	82 288 (2011)	12 (2011)	3 652	97.7	39.5	80.2
Botswana	25 798 (2005)	33 (2005)	888	160.6	15.0	43.1
Burkina Faso	15 304 (2011)	21 (2011)	622	66.4	4.4	13.1
Burundi	12 322 (2004)	10 (2004)	..	25.0	1.3	5.3
Central African Republic	20 278 (2010)	6.8 (2010)	..	29.5	3.5	9.5
Chad	40 000 (2006)	..	..	35.6	2.3	3.5
Ethiopia	44 359 (2007)	14 (2007)	..	27.3	1.9	23.0
Kazakhstan	97 155 (2011)	89 (2011)	14 319	184.7	54.0	100.0

	Roads[a]		Railways (kilometres)	Mobile cellular subscriptions (per 100 people)	Internet users (per 100 people)	Access to electricity (percentage of population)
	Km	Percentage paved				
	2000-2011	2003-2011	2013	2013	2013	2013
Kyrgyzstan	34 000 (2007)	..	417	121.4	23.4	100.0
Lao People's Democratic Republic	41 029 (2011)	14 (2009)	..	68.1	12.5	66.0
Lesotho	5 940 (2001)	..	..	86.3	5.0	17.0
Malawi	15 451 (2003)	45 (2003)	797	32.3	5.4	8.7
Mali	22 474 (2009)	25 (2009)	593	129.1	2.3	16.6
Mongolia	49 250 (2014)	24 (2014)	1 818	124.2	17.7	86.2
Nepal	19 875 (2008)	54 (2008)	59	76.8	13.3	76.3
Niger	19 267 (2010)	21 (2008)	..	39.3	1.7	9.3
Paraguay	32 404 (2011)	16 (2011)	36	103.7	36.9	97.4
Republic of Moldova	12 845 (2011)	86 (2011)	1 157	106.0	48.8	98.6
Rwanda	14 008 (2004)	19 (2004)	..	56.8	8.7	10.8
Swaziland	3 594 (2002)	..	300	71.5	24.7	35.2
Tajikistan	27 767 (2000)	..	621	91.8	16.0	100.0
The former Yugoslav Republic of Macedonia	13 983 (2011)	58 (2011)	699	106.2	61.2	99.0
Turkmenistan	59 623 (2012)	..	4 980	116.9	9.6	100.0
Uganda	70 746 (2003)	23 (2003)	2 244	44.1	16.2	14.6
Uzbekistan	81 600 (2000)	..	4 280	74.3	38.2	100.0
Zambia	66 781 (2000)	..	2 157	71.5	15.4	18.5
Zimbabwe	97 267(2002)	..	3 427	96.3	18.5	36.9
Landlocked developing countries	**1 083 642**	**..**	**45 960**	**65.4**	**20.6**	**42.2**

Source: World Bank and ITU.

[a] The year that corresponds to the figure is shown in parentheses.

Table 3
International trade, merchandise exports and imports

	Total exports (millions of United States dollars)	*Total imports (millions of United States dollars)*	*Concentration index*	*Diversification index*
	2013	*2013*	*2013*	*2013*
Afghanistan	515	8 724	0.28	0.78
Armenia	1 480	4 477	0.21	0.75
Azerbaijan	31 776	11 156	0.88	0.78
Bhutan	544	909	0.34	0.78
Bolivia (Plurinational State of)	11 657	9 338	0.48	0.80
Botswana	7 608	7 544	0.79	0.89
Burkina Faso	2 356	3 900	0.53	0.82
Burundi	91	811	0.36	0.71
Central African Republic	150	250	0.36	0.78
Chad	4 100	2 800	0.92	0.81
Ethiopia	4 077	14 899	0.33	0.77
Kazakhstan	84 700	48 806	0.65	0.74
Kyrgyzstan	1 791	6 070	0.15	0.65
Lao People's Democratic Republic	2 264	3 020	0.28	0.76
Lesotho	847	2 200	0.46	0.85
Malawi	1 208	2 845	0.47	0.82
Mali	2 339	3 800	0.53	0.84
Mongolia	4 269	6 358	0.37	0.80
Nepal	863	6 452	0.14	0.70
Niger	1 600	2 020	0.47	0.84
Paraguay	9 432	12 142	0.34	0.80
Republic of Moldova	2 428	5 492	0.15	0.65
Rwanda	703	2 302	0.36	0.83
South Sudan	..	..	..	..
Swaziland	1 895	1 693	0.22	0.70
Tajikistan	1 161	4 151	0.48	0.85
The former Yugoslav Republic of Macedonia	4 267	6 600	0.17	0.64
Turkmenistan	17 000	10 000	0.49	0.81

	Total exports (millions of United States dollars)	Total imports (millions of United States dollars)	Concentration index	Diversification index
	2013	2013	2013	2013
Uganda	2 408	5 818	0.18	0.72
Uzbekistan	12 643	12 998	0.25	0.75
Zambia	10 594	10 162	0.59	0.82
Zimbabwe	3 507	4 300	0.26	0.76
Landlocked developing countries	**230 272**	**222 034**	**0.36**	**0.61**

Source: UNCTAD.

Table 4
Trading across borders and logistics performance

	Cost to export a container (United States dollars)	Cost to import a container (United States dollars)	Time to export (days)	Time to import (days)	Logistics performance index
	2014	2014	2014	2014	2014
Afghanistan	5 045	5 680	86	91	2.07
Armenia	1 885	2 175	16	18	2.67
Azerbaijan	3 460	3 450	27	25	2.45
Bhutan	2 230	2 330	38	37	2.29
Bolivia (Plurinational State of)	1 440	1 745	22	28	2.48
Botswana	3 145	3 710	27	35	2.49
Burkina Faso	2 305	4 330	41	49	2.64
Burundi	2 905	4 420	32	43	2.57
Central African Republic	5 490	6 335	46	68	2.36
Chad	6 615	9 025	70	90	2.53
Ethiopia	2 380	2 960	44	44	2.59
Kazakhstan	5 285	5 265	79	67	2.70
Kyrgyzstan	4 760	6 000	63	73	2.21
Lao People's Democratic Republic	1 950	1 910	23	26	2.39
Lesotho	1 795	2 045	31	33	2.37
Malawi	2 200	2 895	34	39	2.81
Mali	2 440	4 540	26	34	2.50

	Cost to export a container (United States dollars)	*Cost to import a container (United States dollars)*	*Time to export (days)*	*Time to import (days)*	*Logistics performance index*
	2014	*2014*	*2014*	*2014*	*2014*
Mongolia	2 745	2 950	44	45	2.36
Nepal	2 545	2 650	40	39	2.59
Niger	4 475	4 500	56	61	2.39
Paraguay	1 850	2 275	29	30	2.78
Republic of Moldova	1 510	1 870	23	27	2.65
Rwanda	3 245	4 990	26	27	2.76
South Sudan	5 335	9 285	55	130	..
Swaziland	1 980	2 245	17	23	..
Tajikistan	9 050	10 650	71	70	2.53
The former Yugoslav Republic of Macedonia	1 376	1 380	12	11	2.50
Turkmenistan	..	..	..	..	2.30
Uganda	2 800	3 375	28	31	..
Uzbekistan	5 090	6 452	54	104	2.39
Zambia	5 165	7 060	51	53	2.46
Zimbabwe	4 265	6 160	53	71	2.34
Average, landlocked developing countries	**3 444**	**4 344**	**41**	**49**	**2.49**
Average, transit developing countries	**1 301**	**1 599**	**22**	**27**	**2.69**

Source: World Bank.